

STAR Opposes Measure B

Sacramento Transit Advocates and Riders (STAR) is opposed to Measure B on the November ballot. We are not opposed to taxes for transit and transportation, but do believe in taxes well-spent, and Measure B does not meet that criteria.

Transit

- the measure locks in the Green Line to the Airport, but this project is not the highest county priority and does not have a high ridership potential
- funds are included that might be used for transit operations, but there is no guarantee they will be
- addition of automobile traffic to light rail river crossing bridge damages American River Parkway and makes pedestrian and bicyclist use more awkward
- 70% of the funds go to roads, and only 30% to transit, even though the county has a critical need for better and more efficient transit service

Transportation

- the fix-it-first commitment is weak: it can be waived by any city claiming they've met minimum standards, or by 2/3 vote of any entity, and the commitment only lasts for the first five years out of the 30-year tax
- accountability is weak: the Independent Taxpayers Oversight Committee established under Measure A has no regular citizens, has not provided oversight, and has rarely met, yet the claim is that Measure B will do better
- new roads and interchanges will induce rather than reduce traffic, leading to more congestion
- sales taxes are regressive: most transportation projects should be paid for with property taxes and user fees or taxes such as local gas tax
- the measure's greenhouse gas reduction language was weakened in order to allow the Capital Southwest Corridor project to be funded, which it otherwise could not be

Measure B is not all bad, it does include these good features:

- replacement of light rail cars with modern low-floor designs
- focus on maintenance "fix-it-first" (though it is a weak commitment)
- complete streets with bicycle and pedestrian facilities
- updating bicyclist and pedestrian master plans

We Can Do Better

- sales tax of 1/2 cent total, dedicated solely to transit operations and maintenance (1/6 cent is already in Measure A); transit projects would be funded separately
- transit system is re-design to increase frequent bus and light rail service
- frequent bus service to the airport
- SacRT board with citizen representation, or independent of county and cities
- reduction of vehicle miles traveled should be overarching goal of all transportation funding
- transportation funding should include funds for school education in transit use and pedestrian and bicyclist safety
- redirect Measure A funds towards needed maintenance